

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

JUL 1947

Date of writing Report 26th June 1947 When handed in at Local Office 26th June 1947 Port of Grimsey
 No. in 1 Book. Survey held at Grimsey Date, First Survey 5th June Last Survey 25th June 1947
9968 on the Machinery of the Iron M. LIZZIE & ANNIE (No. of Visits six)

Gross 117 Vessel built at North Shields By whom J. Softley & Sons Year. Month. When 1877-6
 Net 64 Engines made at Lyskil By whom Shandia Verken A/S When 1936
 Nominal 560H Boilers, when made (Main) (Donkey)
 of Main Boilers. Owners B.W. Steamship, Tug & Lighter Co Owners' Address
 of Donkey Boilers. Managers (If not already recorded in Appendix to Register Book.)
 Main Pressure. Port Hull Voyage
 Main Boilers. Surveyed Afloat in Dry Dock Slipway & Royal Dock Particulars of Classification (which must be inserted
 Donkey Boilers. (State name of Dock.) precisely as in Register Book & Supplements).

1st Report No. Port

Particulars of Examination and Repairs (if any) L.M.C

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates, and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

Was his work not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler.

Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed?

If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Date of examination of Screw Shaft 5/6/47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 15" / 1000

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Complete.

Now done: Vessel placed on slipway. Propeller, screw shaft, sea connections, outside fastenings examined and found in good condition.

Cylinder jackets, covers, valves, liners, pistons, gudgeon pins and bushes, connecting rods, crank pins and brasses, crank journals and main bearings, clutch and thrust shaft, attached bilge and circulating pumps, pumping arrangements opened out, working parts examined and placed in good condition. Port and starboard starting air receivers examined internally and externally, hand compressor piston, liner, valves opened up, examined and found in order. On completion the engine, pumping arrangements, hand compressor were (see overleaf)

General Observations, Opinion, and Recommendation:—The machinery is in good & efficient condition.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 11, R.E.S. 11, L.M.C. 11, or L.M.C. 140 lb., E.D., &c.)

Condition and eligible, in my opinion, to remain as classed with a fresh record of L.M.C. 6.47 and T.S. 06 seen 6.47.

Survey Fee (per Section 29) L.M.C. £ 12.00 Fees applied for 30-6-1947
 Special Damage or Repair Fee (if any) £ : :
 Selling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute

Signed

L.M.C. 6.47

S. 6.47

CERTIFICATE WRITTEN.

G.B. V. Dur
 Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to

